

RAILROAD NEWS.

Railroads Buying New Cars for World's Fair.

Total of 565 Have So Far Been Ordered.

CARRY 35,000 PEOPLE.

This Is in Addition to the Regular Equipment.

Missouri Pacific Spends \$1,000,000 on Equipment.

St. Louis, Oct. 2.—If all the additional passenger coaches ordered by the St. Louis lines for the World's fair, comfortably filled with passengers, were to arrive in Union station at the same time, it is estimated that 25,000 persons would swell the multitude which the regular trains will constantly pour across the midway.

In this estimate no account is taken of the large number of passenger coaches which many of the lines have ordered this year to accommodate the greatly increased passenger traffic, and which will be put into the World's fair traffic as soon as the fair opens, but the figures are based only upon the passenger equipment which would not have been ordered had it not been for the World's fair.

Many of the lines, such as the Vandalla, which are practically part of the great systems, will draw upon their systems for extra equipment in lieu of building more cars.

The Pennsylvania is noted for the large amount of passenger equipment it carries, and is therefore in a position to lend the Vandalla almost as many cars as the greatly increased passenger traffic over its line may need. At the same time, in order that it may not be found wanting, the Vandalla has ordered 16 coaches, which will supplement the equipment loaned to it by the Pennsylvania, and which will be needed, as the passenger travel over the Pennsylvania to the fair is expected to be unusually heavy.

What is true of the Vandalla is also true of many other lines which form a part of great systems, such as the Burlington and B. & O. S. W., and which will supplement their equipment with the additional equipment ordered for the system.

The Missouri Pacific will expend nearly \$1,000,000 for additional equipment.

The following is the estimate on the amount of extra equipment under construction, as given by the St. Louis Republic.

WORLD'S FAIR TRAFFIC.

Gigantic Work of Planning for Its Accommodation Begins.

The St. Louis Globe-Democrat says: The general passenger agents of the St. Louis terminal lines held a satisfactory conference yesterday morning at Union station looking to adequate facilities for meeting the demands of the world's fair passenger traffic next year.

A recess was taken for half an hour in order that the passenger officials could look over the existing capacity and the facilities provided, especially in the ticket department. Upon their return the meeting of the St. Louis association of general passenger agents, which embraces all the St. Louis terminal lines, was called to order by Chairman Williams and a resolution was adopted for the appointment of a special committee to investigate the ticketing conditions at Union station and report a plan for enlargement and improvement of those facilities at a meeting to be held October 25. That committee is composed of the following gentlemen: H. C. Townsend, Missouri Pacific; George J. Charlton, Chicago & Alton; Warren J. Lynch, Big Four; O. P. McCarty, Baltimore & Ohio; and C. S. Crane, Wabash.

A special committee was appointed under another resolution adopted for the purpose of thoroughly considering

ECONOMICAL HOUSEKEEPERS

USE

Walter Baker's Cocoa and Chocolate.

Because they yield THE MOST AND BEST FOR THE MONEY



The Finest Cocoa in the World Costs less than One Cent a Cup

Our Choice Best Cocoa, sent free, will tell you how to make a cup of cocoa and a great variety of dainty dishes from our Cocoa and Chocolate.

Walter Baker & Co. Ltd.
ESTABLISHED 1870
DORCHESTER, MASS.

40 HIGHEST AWARDS IN EUROPE AND AMERICA

the most convenient forms of tickets to be used in the handling of business during the world's fair season, looking to the adoption of tickets that would protect the holder from manipulation by scalpers. The committee will likewise report upon the question of arrangements for validating the return portions of tickets, stop-over privileges, etc. It is proposed to establish joint validating agencies at Union station, the world's fair grounds and other places for the convenience of the public. The committee is composed as follows: L. W. Wakley, of the Burlington; A. H. Hanson, of the Illinois Central; and C. S. Crane, of the Wabash. It was decided by unanimous vote to establish a joint ticket office and bureau of information at the world's fair grounds, probably in the Transportation building.

RAYMOND BEGINS WORK.

New Santa Fe Official in the Place of C. L. Short.

The Chanticleer Sun says: E. Raymond, the new Santa Fe train station and stationer assistant superintendent, the office of the trainmaster having been abolished with C. L. Short's resignation, arrived at St. Louis yesterday afternoon to assume his duties. Mr. Raymond is an affable gentleman whose genial manners are sure to gain him wide favor among the trainmen of this division. He is a remarkably well-informed man, and has been in the eastern division crew. Mr. Raymond is an old railroad man, being in fact one of the oldest in point of service on the entire Santa Fe system. He entered the service in 1878, and has occupied various official positions since that time. He spent seven years at Emporia where he had control of the track department. For many years he was general roadmaster of the Chicago division with headquarters in Chicago. For the past few years he has been assistant superintendent in charge of several of the larger divisions. The office of train master on this division was only created at the time of C. E. Short's promotion, all occupants prior to that time having held the title of assistant superintendent which Mr. Raymond has been given.

ERROR OF A CLERK.

Almost Led to a Rate War on Omaha Lines.

Chicago, Oct. 3.—President Stickney of the Chicago Great Western railroad recently caused a stir among the officials of the Chicago-Omaha route, when it was learned that his company had issued a new tariff on grain through Omaha to the east, making the special notation that the terminating rate would be absorbed by the company. This was taken as an indication that Mr. Stickney deliberately had cut the rate on grain through Omaha to the east, and as a result the other roads threatened to make war upon the Chicago Great Western. The executive officers of the Chicago-Omaha line met here yesterday afternoon. A rupture was averted by the explanation of the representative of the Chicago Great Western that the notation to absorb the \$1.75 terminal charge on grain at Omaha was put on the regular tariff by the rate clerk through mistake. He said the arrangement his company had for transferring grain through elevators at Omaha practically was the same as other roads, and that he was obliged to pay the elevator owners for transferring the grain.

The Chicago Great Western has been favored by Omaha shippers. Its competitors naturally are disgruntled, and if they discover that Mr. Stickney is conducting unfair trade to secure the business they may, without further provocation, start a rate war.

MORE STORAGE TRACKS.

Santa Fe to Increase Its Facilities at Houston, Tex.

Houston, Tex., Oct. 3.—In response to an increasing business and growing traffic the Santa Fe announces its intention of increasing its facilities at its Houston facilities, which will give it larger space to handle traffic.

In response to an inquiry General Manager Stickney of the Santa Fe announced that the company is to construct large storage tracks near the Houston city limits and to move the turntable, which is now located on the right-of-way near Congress avenue, to a point near the projected storage tracks. He stated, however, that the Santa Fe does not contemplate the construction of a round-house or repair shops at or near Houston.

During the past year all kinds of traffic entering Houston has been on the increase until now the question of handling has become a serious problem. The Central and West lines, which soon have their loading and unloading facilities entirely divorced from the Southern Pacific, with which road they have been connected, are meeting the demands of the International & Great Northern, and the Santa Fe, for the enlargement of yard facilities. All in all, these moves are but fitting recognition of Houston's future as a railroad and commercial center.

TWELVE HOURS IN WATER.

Narrow Escape of Santa Fe Engineer on Grand Canyon Line.

The Williams, Ariz., News says: Engineer Seagondollar's days at the throat were nearly terminated Tuesday morning when he narrowly escaped meeting his end in a frightful manner. The most authentic account of the accident could be learned from the Thursday morning Engineer Seagondollar and Fireman Vickers were returning with a special from the Grand Canyon to Williams. The heavy rains had weakened the support of a small bridge over a wash, and when the engine, which was running at a slow rate of speed, struck the bridge it was in a condition to cause the setting of the engine. The engine fell over on its side, pinning the engineer between the engine and boiler. Fireman Vickers escaped unhurt and walked miles to the nearest telegraph station to get relief. Efforts were made to extricate Mr. Seagondollar, but he was dead two hours before he was finally freed. The situation was a perilous one. The ice cold water was running over him, and he was in danger of drowning. The water, however, saved him from being scalded to death. Engineer Seagondollar is in the hospital here. He is severely bruised and suffering from being held down so long under the engine and in the water.

Cashed His Railroad Enthusiasm.

Nothing pays as large interest as enthusiasm, properly directed, says the Atchison Globe. Put it into your work and it will soon be paying dividends. Harry Kelley, a young man who has been making freight at the Missouri Pacific depot for \$20 a month, cashed his enthusiasm the other day. He had a consuming ambition to become a brakeman, probably because it pays much better, but was about the opposite to the sort of men usually chosen for that work: a mere boy in appearance, with a complexion many a woman would give a fortune for. He didn't appear to be the material brakemen are made of, and the superintendent looked unfavorably upon his application. Then Harry got a book of the standard rules, the brakeman's catechism, and when he wasn't working, he was sitting on the steps of the superintendent's office, studying it. When a clerk was found at leisure Harry had himself examined on the contents of the book. On Monday of this week he was given a passenger run in the Lincoln branch, and in a few months he will be in the freight service, making from \$75 to \$90 a month. His enthusiasm got him what he wanted, and now he can aim higher.

TWO ROADS COMPARED.

Interesting Showing by the St. Paul and Santa Fe.

In contrasting the exhibits made in the annual reports of the Santa Fe and the Milwaukee & St. Paul roads, recently issued, the Boston News Bureau says:

A comparison of the annual reports of Atchison and St. Paul for the year ending June 30 reveals some interesting facts. Atchison may eventually save a great deal in maintenance, and St. Paul studiously has the money to do that, but it is not clear that it will. On the per mile basis, Atchison has larger gross and net earnings, heavier charges and a larger surplus for the shares. The following table compares income and expenses:

	Atchison, St. Paul.	Per mile.
Gross earnings	..... \$1,725	\$2.98
Expenses	..... 1,081	1.82
Net earnings	..... \$644	\$1.16
Other income	..... 165	.28
Total net	..... \$809	\$1.44
Charges	..... 1,146	1.96
Surplus	..... \$663	\$1.12
Preferred dividend	..... 716	1.21
Balance	..... \$1,029	\$1.74
Stock	..... \$102,000,000	\$105,982,400
Per cent earned	..... 8.0	10.9

*Includes common and preferred, which share alike after 7 per cent on each.

For purpose of comparison we have included in St. Paul's surplus the \$1,005,000 appropriated for renewals and charged to operating expenses.

"Atchison's maintenance expenditures per mile were much larger than St. Paul's, although its maintenance requirements, as measured by traffic density, were about the same. The following table shows maintenance expenditures and traffic density.

	Atchison, St. Paul.	Per mile.
Maintenance of way	..... \$1,168	\$1.15
Maintenance of equipment	..... 1,081	1.08
Total maintenance	..... \$2,249	\$2.23
Ton miles per mile	..... \$50,000	\$45,000
Passenger miles per mile	..... 7,000	6,000

It is probable that Atchison's equipment was worked more than St. Paul's, and that, consequently, more was required for maintenance. At the same time, it is evident that Atchison's equipment was in as good shape as St. Paul's, the company could have shown on last year's basis of gross earnings \$500 per mile more surplus, or about \$4,000,000. Allowing for a renewal fund, it could have shown practically \$3,000,000 more surplus.

"Although Atchison's maintenance expenditures are higher than St. Paul's, and the necessary expense of conducting transportation are relatively lower. The ratio of conducting transportation to gross earnings on each road compares as follows:

	Atchison, St. Paul.
Gross earnings	..... \$1,725
Conducting transport.	..... 1,081
Per cent conducting transportation, gross earnings	..... 62.5
Per cent conducting transportation, net earnings	..... 30.5

"If St. Paul could cut down its expenses of conducting transportation to the same level as Atchison's, it would save \$2,300,000 per annum."

LAWRENCE LEAVES DALHART.

Rock Island Official Retires from Railroad Work.

Dalhart, Tex., Oct. 3.—The employees of the general offices of the Rock Island here were surprised some days ago by the announcement of the resignation of Chief Clerk Guy M. Lawrence, effective October 1. Mr. Lawrence assumed the duties as chief clerk at Dalhart in the early days of the Rock Island, coming from the position of chief clerk at Horton, Kan. Mr. Lawrence is a most popular railroad man and his friends regret his departure at the close of his business here. The order of railway clerks fully appreciates the great loss of their chief clerk, friend and associate, and is endeavoring to show their appreciation of his great worth and value met in their hall and gave Mr. Lawrence a parting tribute and God speed. After an introductory speech by Col. Myers, the pioneer Rock Island man here, Mr. Lawrence was presented with a diamond ring valued at \$125 as a souvenir from his friends. Mr. Lawrence is a most pleasant and surprising manner expressed his appreciation of the efforts of his friends, after which some 50 to 60 were invited to a magnificent spread at the parlors of Paymaster H. W. Wyman.

Mr. Lawrence will retire from active railroad work for the time being and engage in private business at Seattle, Wash., where he has important interests.

Yoaquam Will Not Be President.

New York, Oct. 3.—A meeting of the executive committee of the Yoaquam Air Line was held today and later an announcement was made of the election of B. H. Yoaquam as chairman. It is declared upon excellent authority that Yoaquam will not become president of the Spaboard system.

New Source of Pig Iron.

Ogden, Utah, Oct. 3.—Senator Clark had a conference in Ogden this morning with Senator Kearns of Utah and Superintendent Wells of the San Pedro

IT'S FOOLISH

To Ignore such convincing Proof as Th' Topeka Citizen gives You Here.

You may differ from your neighbors in many important questions of the day. Your opinions may coincide with those of the minority or those of the majority and still you may be in doubt. But you can hardly be skeptical about the merit of Dean's Kidney Pills when you read the enthusiastic local endorsement as the following:

Mr. Joseph Voitek, cabinet maker, of 213 West Sixth street, says: "I had kidney trouble for four or five years coming on me gradually and causing me a great deal of suffering. Later on a severe attack of the grip left my kidneys in a much weaker state, and the mornings my back hurt me so acutely that I could hardly get out of bed, and felt tired and unrefreshed. If I unthinkingly stooped or attempted to lift anything sharp twinges of pain caught me in the back almost making me exclaim, 'I procured Dean's Kidney Pills at Rowland & Snow's drug store, and the very pleasant with which they acted was very pleasant to me. They took away all the pain and restored me to normal health.'"

For sale by all dealers. Price 50 cents. Foster-Milburn Co., Buffalo, N. Y., sole agents for the United States.

Remember the name, Dean's, and take no substitute.

ADMIRAL SCHLEY ENFORSES PE-RU-NA.

Pe-ru-na Drug Co., Columbus, Ohio:

Gentlemen:—"I can cheerfully say that Mrs. Schley has taken Pe-ru-na and I believe with good effect."--W. S. SCHLEY, Washington, D. C.

ADMIRAL SCHLEY, one of the foremost, notable heroes of the Nineteenth Century. A name that starts terror in the heart of every Spaniard. A man of steady nerve, clear head, undaunted courage, and prompt decision.

Approached by a friend recently, his opinion was asked as to the efficacy of Peru-na, the national catarrh remedy. Without the slightest hesitation he gave this remedy his endorsement. It appeared on later conversation that Peru-na has been used in his family, where it is a favorite remedy.

Such endorsements serve to indicate the wonderful hold that Peru-na has upon the minds of the American people. It is out of the question that so great and famous a man as Admiral Schley could have any other reason for giving his endorsement to Peru-na than his positive conviction that the remedy is all that he says it is.

road. It was practically that a branch road will be built from Land on the San Pedro to the iron mines of Iron county, Utah. The flanking area will be used by the smelters at Murray and a large iron works will be established in this valley.

AFFECTS EASTERN TERRITORY

Hill and Harriman Make an Offensive and Defensive Alliance.

Chicago, Oct. 3.—The railroad interests represented by James J. Hill and E. H. Harriman, consisting of the Burlington, Northern Pacific and Great Northern on the one hand, and the Union Pacific, Central Pacific, Southern Pacific, Oregon Short Line and Oregon Railroad and Navigation company on the other, are said to have extended into an offensive and defensive alliance with respect to the territory east of Chicago. The evidence of this is to be found in the election of E. H. Harriman to a place on the board of the Erie railroad, in which he is now said to have a substantial interest.

The alliance for Harriman and Hill being allied in the Erie is found in the amalgamation of nearly all the main trunk arteries east of Chicago. Pittsburgh and Buffalo, with the exception of the Erie, into the Vanderbilt and Pennsylvania groups of railroads. These two interests, which have lately become interwoven by exchange of securities, are now in position to dominate traffic affairs in all territory east of Chicago and St. Louis and north of the Ohio river.

BURN OIL IN SHOPS.

Albuquerque Being Equipped With 15,000 Gallon Tanks.

Albuquerque, N. M., Oct. 3.—Two large tanks, capable of holding 15,000 gallons of oil, are being placed back of the blacksmith shops of the city. The oil is being placed underground and the oil will be pumped to the different furnaces in the blacksmith shops by means of air. When all the pipes are in place, the blacksmith shop will be immediately stored in the big reservoirs. In the future all the furnaces will be operated with this oil in the beginning, but they expect to have many more pupils later on.

BEE HIVE BARRICADES.

But, in Spite of Them, Gendarmes Prevail and Monks Are Arrested.

Paris, Oct. 3.—The convent of Ananias, department of the Yonne, strongly barricaded and defended, was besieged today by civil officials assisted by gendarmes. A crowd of hundreds of people, headed by a former mayor, hissed the officials, threw stones at them and impeded their progress. One of the novel methods of defense consisted of a number of beehives which were placed at the entrance of the convent. The barricades were finally broken down and a number of monks and civilians were arrested.

At Castres-sur-L'Agoût, department of Tarn, a large seminary, chapel and library have been destroyed by fire, which is believed to have been the work of an incendiary, as the flames were started simultaneously in five places. It was intended to open the seminary tomorrow.

Struck a Missed Hole.

Denver, Oct. 3.—A special to the Republican from Ouray, Colo., says Grant Armstrong, a miner of the Camp Bird mine, was instantly killed and James McGinley fatally injured by an explosion in the mine today. They drilled into a "missed hole."

A NEW IDEA.

Southern Pacific Sends Rice Cook-books to China.

T. J. Anderson, general passenger agent of the Southern Pacific road, has undertaken to instruct the Chinese in the best methods of cooking rice. He has just shipped to the Flouery Kingdom cook books containing 200 different recipes for cooking rice. He did so at the request of a Chinese merchant of Hong Kong.

WENT VIA THE SANTA FE.

Orient Did Not Use Missouri Pacific for First Train.

The Kansas City, Mexico & Orient went through here yesterday, says the Emporia Gazette. It was a train load of cattle from the Indian Territory bound for Kansas City over the Santa Fe. This is rather unusual, as the Orient has an agreement with the Missouri Pacific to haul its trains to Kansas City from Wichita.

Tunnel Caved In.

Austin, Tex., Oct. 3.—The inauguration of the National railroad of Mexico as a broad gauge line will be delayed a few weeks on account of a disastrous cave-in, which has just occurred at the Mercado tunnel, situated south of Queretaro. The recent heavy rain softened the earth to such an extent that the inner walls of the tunnel collapsed, and it will require another month of hard work to remove the debris. It had been expected that the work of completing the new line and changing the remainder of the road to broad gauge would be completed by November 1. It was probably inevitable that the road is opened all the way through to the City of Mexico.

Remedy a Troublesome Arroyo.

The Santa Fe engineers who visited Socorro Sunday made a survey of the ground where it is proposed to divert the flood waters of the arroyo and are now making an estimate of the cost of the enterprise. Since serious damage to the railroad as well as to the city may thus be avoided, it is but reasonable to expect that the railroad company will agree with the city and county in defraying the expense of the proposed improvement.—Socorro Chieftain.

Buying Orient Right of Way.

El Dorado, Kan., Oct. 3.—W. A. Adell, right of way man for the Orient railway, is in town. He is purchasing right of way where it is possible, none have been agreed upon, one north of Sycamore Springs some 2 1/2 miles, one on Cold creek, south of the O. S. Williams ranch, and DeGraff, at the crossing of the Santa Fe.

The fact is Peru-na has overcome all opposition and has won its way to the hearts of the people. The natural timidity which so many people have felt about giving endorsements to any remedy is giving way. Gratitude and a desire to help others has inspired thousands of people to give public testimonials for Peru-na who heretofore would not have consented to such publicity.

Never before in the annals of medicine has it happened that so many men of national and international reputation have been willing to give unqualified and public endorsements to a proprietary remedy. No amount of advertising could have accomplished such a result. Peru-na has won on its own merits. Peru-na cures catarrh of whatever phase or location in the human body. This is why it receives so many notable and unique endorsements.

Address The Peru-na Drug Manufacturing Co., Columbus, Ohio, for free literature on catarrh.

ROADS FOR ALASKA.

One of the Recommendations of Committee on Territories.

Washington, Oct. 3.—Senator Dillingham, chairman of the subcommittee on territories, which, on recommendation of the president, made a thorough investigation of Alaskan affairs during the past summer, had a half hour's conference with President Roosevelt yesterday. Besides Senator Dillingham, the members of the subcommittee were Senators Burnham of New Hampshire, Nelson of Minnesota, and Patterson of Colorado. The committee spent several weeks in Alaska, studying the situation with a view to suggesting legislation for the advancement of the interests of the territory.

Senator Dillingham indicated to the president that the problem is a great one. Alaska contains almost as much territory as is included in that part of the United States east of the Mississippi river. The question of transportation, therefore, is the most serious problem needing solution. The people, Senator Dillingham said, desired particularly the construction of wagon roads. As the territory is a source of revenue to this government, he is of opinion that the building of reasonably good roads can be provided for by legislation. One highway, especially, from Valdez to Eagle City, a distance of about 100 miles, would open up a rich country and his construction, he believed, would develop that section in a remarkable way. The people, he added, had noted the immense copper deposit north of Valdez would be exploited if this road were built and would be naturally followed by private capital constructing a railroad along practically the same routes. At present there are no railroads in this territory.

The subcommittee considered the whole Alaskan situation carefully and gathered a vast amount of information which will be incorporated in a report to be submitted after congress shall convene. It is expected that the report of the committee will form the basis of some legislation in the interest of the Alaskan territory.

Purser's Daughters Lost.

New York, Oct. 3.—Two little daughters of the purser of the British steamer *Imperial* were lost when the steamer stranded Tuesday between Port Pringle and Stewart's bay, according to a Herald dispatch from Valparaiso, Chile. As previously reported all the members of the crew were saved. The vessel is a total loss.

Miles Out of the Running.

Chicago, Oct. 3.—A dispatch to the Record-Herald from Dallas, Tex., says: General Nelson A. Miles made this statement last night: "I am not a candidate for any office and do not expect to be—not even for president of the United States or governor of Texas."

Gen. Orlando Smith Dead.

Chicago, Oct. 3.—General Orlando Smith, ex-vice president of the Baltimore & Ohio railroad, and a distinguished officer during the civil war, died early today. He had been ill for ten days.

Mrs. Draper Gets Divorce.

Wichita, Kan., Oct. 3.—A divorce was granted to the wife of W. R. Draper, formerly a newspaper correspondent of this city, by Judge Date Friday on a petition filed two months ago. Cruelty was alleged. The care and custody of their only child was given to Mrs. Draper.

Bore Twins at 65.

New York, Oct. 3.—Mrs. John Beams of Mitchellville, N. Y., 65 years old, has given birth to twins. Her daughter, who lives in the neighboring township, presented her husband with twins about the same hour. Before congratulations were finished Mrs. Beams' granddaughter setn word that she had just become the mother of two healthy children.

THE LADIES' WORLD

A Monthly Magazine for Practical and Progressive Women

THE DEPARTMENT MAGAZINE

Merchandising methods have for some years been passing through a period of evolution, which has resulted in the modern Department Store.

Fully realizing the advantages secured by the Department System as applied to merchandising, THE LADIES' WORLD has, after a most careful study of the sentiments and wishes of the reading public and a very large expenditure of money, perfected a Department Magazine. It is carefully edited by a corps of women editors, whose constant aim is to produce a magazine which will be found not only entertaining but elevating in character. It is a clean, wholesome magazine and can be safely placed in the hands of any member of the family.

<p>It's Housekeeper and Household Topics Departments are as good as a course in domestic Science. They are edited by a skillful housewife who is thoroughly practical and helpful.</p>	<p>Its Out-of-Doors Department is wholesome and cheerful in tone, and preaches the gospel of health and happiness through the medium of out of door life.</p>	<p>Its Artistic Needlework Department shows examples of fine embroidery, all the latest New York and Paris designs; also the newest effects in knitted, tatted and crocheted lines.</p>
<p>Its Boys and Girls Department is devoted to the artistic side of the home and aims to help women with new and practical ideas along the lines of household art.</p>	<p>Its Home Decoration Department is devoted to the artistic side of the home and aims to help women with new and practical ideas along the lines of household art.</p>	<p>Its Health and Hygiene Department is thoroughly reasoned because of the sensible advice which is given. It is reference to caring for the body, in sickness and in health.</p>
<p>Its What to Wear Dept. gives practical and up-to-date suggestions in reference to home dress-making. A pattern of every garment illustrated can be had.</p>	<p>Its Pleasure of Others Department is devoted to recreation, and offers novel suggestions for entertaining at all social gatherings.</p>	<p>Its Mother's Corner is a Model Department full of helpful features along the line of caring for children in reference to food, dress, etc.</p>
<p>Its Illustrated Feature Articles, which are bright, entertaining and instructive, will appeal to every member of the family, not only for the reading matter but the beautiful pictures as well.</p>		
<p>The Department of Fiction, which includes Poetry of a high order, is an important feature of this popular magazine. All sensationalism is avoided, and the stories provided, while being pure and elevating in tone, are at the same time fascinating and interesting.</p>		

S. H. MOORE & COMPANY, Publishers, Department A.E. 23-27 City Hall Place, New York

Agents Wanted! Men, Women, Boys and Girls Wanted to act as Agents and solicit subscriptions for The Ladies' World. Liberal commissions allowed, either in cash or valuable premiums. Write for terms and state which you desire. Give a trial. You will find this popular magazine a strong subscription getter. Careless outfit \$2500 to Agents.

OCTOBER NUMBER AT ALL NEWS STANDS 5c PER COPY

50 CENTS BY THE YEAR